RESOLUTIONS ON MATTERS OF GENERAL PUBLIC INTEREST.

Resolution re: Speed of Motor Vehicles.

PRESIDENT: Mr. Raman Menon, the first resolution stands in your name.

MR. G. RAMAN MENON (*Mavelikara* cum *Kartikapalli*): Sir, I beg to move the following resolution :

This Council recommends to the Government that the maximum speed-limit of motor vehicles be fixed in the State at five miles an hour on public roads or public waterways in towns or which are near educational institutions or markets or public offices or places of worship or other places much frequented by passengers or vehicles, and at twelve miles an hour on public roads or public waterways in other cases.

The question of the proper control of motor traffic in the State stands in urgent need of a proper solution. I shall deal with the spirit and implications of the resolution moved. It deals only with the maximum speed limit to be fixed for motor vehicles. The proper control of the speed of motor vehicles is a very important matter in the interests of the people at large. The safety of life and limb of the people, especially of children, in the present circumstances of the country imperatively demand that the motor vehicles should not be allowed to be driven at the hazardous speeds at which they are actually allowed to be driven at present. The life and limb of human beings as well as of valuable lower animals are unnecessarily endangered and often sacrificed by the present state of affairs. There is also a lesser evil, namely, the clothing and, generally, the decency and peace of mind of passers-by are endangered and often ruined by the head-long speed of motor vehicles on the roads. For a long time, after even a moderate shower of rain, most of our roads are in a slushly condition in most parts. On such occasions it is amusing to watch the stampede which pedestrians, especially, fairly well-dressed pedestrians, make for sheltered spots such as those behind trees on the sides of the roads or some eminence somewhat removed from the reach of splashes of mud and water, when a motor vehicle approaches. The spectacle will be amusing only if the watcher is at a safe distance or is prepared to jump into a tub of clean water without delay or to walk along the streets regardless of the titters and comments of boys and other passers-by at his clothes and general appearance. Otherwise, it will be too serious for him to be amusing. (*Laughter.*) He too will have to take part in the hurry-scurry. Now, if the speed of motor vehicles were moderate the splashes of mud and water will be less violent and the extent of their vile influence will also be less than at present. (*Laughter.*)

MR. P. K. NARAYANA PILLAI (*Ambalapuzha*): May I know from the member why he does not press for the removal of the matter which forms the mud in the road? (*Laughter.*)

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MR. G. RAMAN MENON (*Mavelikara* cum *Kartikapalli*): I have been doing it. But it is not relevent at this particular juncture.

If the speed is less, the time for stopping the vehicle to avoid any impending accident is also less. These are scientific facts of which physicists and mathematicians will be able to assure us. Those who are not experts in the calculation of the action of the laws of momentum also know these facts, at least from unpleasant experiences.

It can safely be stated, therefore, as a scientific truth, that the less the speed at which motor vehicles are allowed to move, the less will be the chance of accidents and unmerited insults to passers-by. As regards splashes of mud and water with which passers-by are often greeted by motor vehicles, I classed them only as unmerited insults generally, though in particular cases where the victims are too small or too sensitive, the immense splashes may cause serious diseases or even death. In this connection, I beg to state that I have reasons to believe that the casualty list of motor accidents which reaches the Government is much below the real happenings. For many of the people wronged are too poor or too ignorant to complain. I hope that no member here will have the hardness of heart to say that the freedom of motor drivers to drive at greater speeds than those indicated in the resolution is more valuable to the public at large or the Government than the safety of life and limb of human beings and the lower animals, or even the safety against vile and insulting splashes of mud and water. Greater speee may be allowed in emergent cases, to the fire engine, for exampl,d with the added proviso, that even the fire engine or other emergent vehicle must stop or relax speed when there is imminent danger to life or limb and that a continuous siren should be sounded when it passes at a greater speed than the speed generally allowed. In all other cases, the limits should be strictly observed.

I understand that the minimum speed limits mentioned by me or even lower ones, are actually fixed in many areas at least for certain motor vehicles. My chief complaint is that the rules are honoured more in the breach than in the observance. The Government should take stringent steps to see that the rules are strictly observed.

It is well recognised by great jurists in America that the public roads were originally meant for pedestrians. This is also in accordance with facts and reason. Even now, pedestrians far outnumber those who use the roads for motor traffic. It is a well-recognised principle in such cases that those who come in, or are allowed to come in, at a later stage should respect the rights of the prior occupants. It follows, therefore, that motor vehicles should be so controlled as to cause no harm to the pedestrians who have a prior claim to the use of the roads. The lower animals, country carts and carriages drawn by bullocks, horses, etc., also have a prior claim to the use of public roads, so far as motor vehicles are concerned.

I shall deal with certain general measures necessary for making the rules better observed than at present. (1) In the first place, all motor vehicles should be made subject to the rules about the speed.

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limit and generally to the rules prescribed for public safety, and not merely the cars or buses plying for hire. The drivers of hire-cars and buses are also human beings. When they see private motor vehicles driven at head-long speeds, they also are tempted to do the same, even as a protest against the inequality of treatment. So, all motor vehicles, including the State cars, should be placed under the speed-limit and the drivers and others responsible should be impartially punished if they exceed it. The Sovereign alone can have exemption, but the driver cannot be exempted. Following the good old practice in England we can also lay down that though the King can do no wrong, his servant will be held liable for acts against the law. (2) Secondly, all reasonable conveniences should be given to the owners and drivers of motor vehicles especially hire-motor vehicles, to make the business reasonably sound, financially. As it is, those who engage in the hire-motor business lose heavily, the loss being apparent in some cases only when the vehicle is sold or becomes useless. In other cases, the loss is recognised when parts have to be renewed. It seems to me that the Government should at least aboish tolls on all kinds of vehicles including motors. Hire-motor traffic, if well controlled, is now a source of great convenience to the public at large and it is not desirable to penalise it as the Government appear to be doing now. There was a time when hire-motor traffic was very paying to the managers and owners. Now, owing to the keenness of competition between the largely increased number of hire-vehicles, the necessity for bribing policemen and other officials, the squeezing by the tolls and the bad condition of the roads, the hire-motor business is generally a losing concern. Veterans who have made some money before, stick on to it for want of other openings. Many unwary people enter it newly without calculation, owing to the attractiveness of motor driving. It is high time for the Government to relieve the industry by abolishing tolls and the loop-holes for black-mailing by the police and by improving the roads. If possible, the number of hire-motor cars plying on each line should also be restricted. The new arrivals may be asked to ply in places where there are no hire-motor vehicles at present. This restriction of the number of hire-motor vehicles by the Government may not become necessary, if the other suggestions are carried out. I learn, Sir, that drivers are tempted to exceed the speed limits prescribed, mainly owing to two reasons. By driving fast, there will be some saving in oil. The difference is small, but under the present precarious condition of the industry, most of the drivers resort to this objectionable method also for helping to keep them afloat. Another reason is that they often delay at the starting place beyond the fixed time with the purchased connivance of the policeman at the place for getting more passengers and then drive at excess speed to reach the destination at the prescribed time. Both these inducements will be greatly minimised if my suggestions are given practical effect to. At present, policemen hate to be told off for duty in controlling traffic at cross roads in towns. It may be somewhat different if they are sent to the starting points of line cars

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and buses. They find it much more paying to be allowed to go to some rural area with some real petition or a semblance of one in their hands and squeeze out money from poor villagers than to watch at cross roads. Hence, the same men are not told off for traffic duty always. It seems to me that there should be more permanency as regards the officers for controling the traffic. Under the present circumstances, their pay should be higher than that of other policemen and they should be fairly well-trained for the work. Policemen on traffic duty on the roads should be provided with proper shoes and proper rain coats. Those watching at cross roads in towns should in addition be provided with some shelter wherever there is space available in the centre, and with a light board of wicker-work as in Malaya on their backs to indicate when traffic in any direction is to be stopped. Every reasonable convenience should be given to the officers concerned to do the work of controlling traffic and those who deliberately break the rules for purposes of corruption should promptly be removed altogether from public service.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha*): May I know from the member the speed-limit of motor cars in Malaya?

MR. G. RAMAN MENON (*Mavelikara* cum *Kartikapalli*): I shall refer to that afterwards. Owners and drivers should also be dealt with in the same reasonable spirit. If the Government acts up to the spirit of the resolution and the suggestions given, I am sure there will be much less heart-burning among the people about motor accidents than now. The chief causes of motor accidents are over-speed in driving, unlawful and improper competitions between motor drivers and overloading. All these causes will be minimised by the reforms proposed. The figures given in the answer to the interpellation put by Mr. C. P. Thomas show how serious the matter has become. Even in one year the casualty list has swelled to 167.

By the resolution, I have recommended that the maximum speed-limit may be fixed at 5 miles in specially crowded areas and at 12 miles in others. By this I mean that the limit should be so fixed *in practice* and not merely on paper or in the heads of officials. I have no objection if the Government after a proper enquiry find it necessary to reduce or increase it by a mile or so in either direction. I consider these speed-limits to be proper under the circumstances of the country and I understand that they are limits actually fixed by the authorities at least in certain cases. Notice boards of speed-limits should be put up in a considerable number of places in prominent positions especially in towns and dangerous turnings and slopes, to remind the drivers of their duty. Effective steps should be taken to make the rules really observed and adequately to punish the offenders. In many of the cars and buses, there are no speedometers and in many where they exist, they are out of order. I myself have found that when a car was going at 15 or 16 miles an hour the speedometer recorded zero. The wholesome rules on the subject contained in the rules made under the Motor Vehicles Regulation are more honoured

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in the breach than in the observance. The fixing of a maximum speed-limit does not mean that the driver is at liberty to drive at that speed at all times and all places. Very often, it should be much less and may have to be reduced to zero according to the circumstances. Rule 10 of the Motor Vehicles Rules controls this matter. The rule runs thus :

A motor vehicle shall not be driven recklessly or negligently, or at a speed or in a manner which is likely to endanger human life, or to cause hurt or injury to any person or animal, or damage to any vehicle or property, or which would be otherwise than reasonable and proper, having regard to all the circumstances of the case, including the nature, condition and use of the road, and the amount of traffic which is actually on it at the time, or which may reasonably be expected to be on it:

Provided that the Magistrate of the District shall have power, subject to the approval of the Government, to prescribe that, when passing through a particulr locality, street or village, motor vehicles shall not exceed such rate as may be indicated upon notice-boards erected at each end of the locality, street or village :

Provided also that the Government, by Notification, may prescribe a rate of speed which shall not be exceeded either generally or in any particular locality.

It will be found that this rule provides a safeguard even against splashes of mud and water on the passers-by. The spirit and purport of such wholesome rules should be drilled into the heads of the drivers and the traffic controllers.

MR. W. H. PITT (*Commissioner of Police*): May I tell the member that the rule he was reading was passed under the previous Regulation which has been repealed ?

MR. G. RAMAN MENON (*Mavelikara* cum *Kartikapalli*): Are there not corresponding rules in force now ?

MR. W. H. PITT (*Commissioner of Police*) : No.

MR. G. RAMAN MENON (*Mavelikara* cum *Kartikapalli*): Well, this is a volume which I got from the Council Library. I find that it is the same rule that is in force now though the rule that I read was passed under the previous law.

MR. W. H. PITT (*Commissioner of Police*): No, no.

MR. G. RAMAN MENON (*Mavelikara* cum *Kartikapalli*): Anyhow, these rules which are now before me are very careful and do not endanger the lives of the people. The rule says again :

Every motor vehicle, with three or four wheels shall be fitted with an accurate and recognised make of speedometer in thorough working order.

The speedometer shall be of recognised make and suited to the type of commercial vehicle on which it is fitted and shall be properly connected up and in thorough working order. It shall be fitted with a maximum hand and with a dial cover or other arrangement that can be fastened with a lock the key of which shall be kept either with the Company's Manager or the Company's Engineer to prevent any chance of the driver or some other manipulating the instrument during a run.

I hope those rules or similar ones are in force even now. They have been very careful in framing the rules. I think those rules were copies from other places where motor traffic is more prevalent than here. In Malaya, I have seen that the control of motor traffic is much more efficient than in Travancore, though the number of motor vehicles there

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in any specified area will generally be found to be twenty or twenty-five times the number in a corresponding area in Travancore. There, I have found that the drivers in towns in almost all cases, drive at a speed much lower than the maximum allowed. I may inform the member who questioned me before about the speed in Malaya, that in towns generally ten miles speed-limit is allowed but the roads are much wider and foot-paths are provided for pedestrians in several places.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha*) : What is the rate outside the towns ?

MR. G. RAMAN MENON (*Mavelikara* cum *Kartikapalli*): I do not know. Here, the case is generally just the opposite. What is the reason ? It is because the violation of the laws and rules for public safety is not so drastically watched and punished as in Malaya, and because motor drivers and owners in Travancore are more burdened and harassed in matters not necessary for public safety than those in Malaya.

PRESIDENT : Your time is up.

MR. G. RAMAN MENON (*Mavelikara* cum *Kartikapalli*) : I shall proceed with the rest of my speech when I speak again.

MR. S. PIRAVIPERUMAL PILLAI (*Commerce and Industry, South*) : In seconding the resolution moved by Mr. Raman Menon, I must at the outset thank him for having given an opportunity to bring home to the Government through this House the various difficulties and hardships caused to the owners of public passenger motor vehicles in the matter of speed, prohibition to use roads freely, obtain passport before embarkation on a journey etc., and also congratulate the owners of such vehicles at their good fortune in having secured such a golden opportunity.

Motor transport, Sir, at the present day, is being throttled on all sides by all people who are in power. There is the P. W. D. with their toll gates and their iniquitous system of collecting tolls more than once in 24 hours.

MR. KAYALAM PARAMESVARAN PILLAI (*Additional Head Sirkar Vakil*) : May I bring to your notice, Sir, that Mr. Raman Menon's resolution refers to motor vehicles in general and not to public passenger motor vehicles alone ?

MR. S. PIRAVIPERUMAL PILLAI (*Commerce and Industry, South*): Motor vehicle is also a public passenger vehicle.

MR. V. SUBBA AIYAR (*Nominated*) (*Deputy President*) : This is not a token motion upon which anybody can say anything.

MR. S. PIRAVIPERUMAL PILLAI (*Commerce and Industry, South*) : I want to say about speed-limit.

MR. V. SUBBA AIYAR (*Nominated*) (*Deputy President*) : He wants to increase it.

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MR. S. PIRAVIPERUMAL PILLAI (*Commerce and Industry, South*): That will follow.

Then come the city fathers with their toll gates not caring whether the people from whom the money is mercilessly wrung are allowed the use of the roads or not.

Last but not least come the police. As Mr. Pitt himself observed the day before yesterday, they also get a large share from these people.

MR. M. SIVATANU PILLAI (*Tovala*): May I know whether the speech of the member is relevant? We are concerned with speed and not with the comforts or the discomforts of the motor business.

PRESIDENT: Mr. Piraviperumal Pillai, you must keep yourself within the limits of the resolution.

MR. S. PIRAVIPERUMAL PLLAI (*Commerce and Industry, South*): I am coming to that, Sir.

Motor bus is the target of every policeman. Sir, the present speed permitted under the Regulation for passenger vehicles with a capacity of over nine persons is only twelve miles per hour and I may say, Sir, as Mr. Pitt himself knows, it is absolutely impossible to drive a *Dodge*, *Chevrolet* or *Ford* motor vehicle at a speed below fifteen miles without possibly doing great harm to the engine and the other parts of the vehicle and thus shortening its life and entailing higher fuel expenditure. Petitions and memorials regarding this have already been submitted to the Commissioner of Police and the Chief Engineer and it is hoped that the Government will consider this question favourably in the light of the above circumstances and pass early orders.

MR. K. SIVARAMA PANIKKAR (*Shertallai*): Is he seconding or opposing the resolution?

MR. S. PIRAVIPERUMAL PILLAI (*Commerce and Industry, South*): I am seconding the resolution.

PRESIDENT: You are not seconding the resolution. You are speaking against the resolution. I must ask you to sit down.

MR. K. I. JOSEPH (*Minachil* cum *Devicolam*): May I know whether the House is concerned with the conclusion that a member has arrived at or with the subject-matter of his speech?

PRESIDENT: The speech must be relevant to the point at issue. If you are seconding the resolution, then you must speak in support of it.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha*): If nobody seconds the resolution, then the resolution falls through.

MR. A. K. PILLAI (*Karunagapalli*): Sir, I second the resolution and, in doing so I must say that the measure that is proposed is rather extraordinary, and that an extraordinary situation requires extraordinary remedies. As it has been pointed out the other day, in connection with the debate on Motor Traffic Inspectors, motor traffic has become a nuisance not only to the pedestrians but also to the travellers. It is a

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nuisance and it must be stopped. What is the way? Mr. Raman Menon has found out a way. And I must request the members not to look at it in a jovial mood but they must look at it in a serious mood. It may be that he is proposing five miles as the maximum speed-limit. He is only proposing that for very dangerous turnings near markets, educational institutions or public places and all that. I think such a speed-limit is provided even now.

MR. K. P. NILAKANTA PILLAI (*Chirayinkil*): May I know from the member what the speed-limit of motor vehicles in municipal areas is now?

MR. A. K. PILLAI (*Karunagapalli*): My friend thinks that the present limit is not low enough; he thinks it must be five miles.

MR. K. SIVARAMA PANIKKAR (*Shertallai*): Is he aware that the present speed limit is only four miles?

MR. A. K. PILLAI (*Karunagapalli*): I know that in Chalai it is four miles. The need for the speed-limit is quite conceivable and his resolution must be considered in that aspect. Sir, it was remarked that in America, motor traffic is almost becoming impossible owing to the restrictions on speed. There, at the rate at which motor cars are increasing, restrictions are also imposed upon them. So much so that there is a good deal of expense in the matter of oil. Therefore, they are thinking of going back upon horse and carriage. Sir, it is not extraordinary to think of 5 miles as speed-limit in crowded parts of towns and in important business centres. Therefore, I heartily support the resolution.

MR. W. H. PITT (*Commissioner of Police*): Sir, my friend Mr. A. K. Pillai, observed during the discussion that accompanied the voting of the Police Demand on Monday last that the Police Department was always trying to conceal its shortcomings. By a humourous coincidence, it happened that my office was working over-time in order to tabulate and get ready before the debate took place today the figures which have now been supplied to the Council in answer to an interpellation of Mr. C. P. Thomas, showing how motor accidents have grown and showing the inablity of the police to deal with them. Government have already realised the seriousness of the situation. Sir, I think any remedy that might be suggested in this connection certainly deserves consideration. (Mr. A. K. Pillai: *Hear, hear.*) The relation between fast driving and dangerous driving has been discussed threadbare for the last four or five years and it is a subject about which one can read in almost any journal in England today.

I believe the general conclusion is that, although speed does not necessarily imply danger, yet speed is a contributory cause of accidents. When an accident occurs, a high speed makes it more serious. The idea of fixing a low speed limit as suggested by Mr. Raman Menon is a remedy that has occurred to legislators already, and, is the first remedy that was adopted in England. In the earlier days of motoring the law required that a man carrying a red flag should *walk* in front of a motor car. The general speed limit now prescribed in Travancore—I

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will not say *observed*—I am coming to that point later—is 8 miles per hour in the neighbourhood of schools and markets, 16 miles in Police Towns and 20 miles elsewhere. It is less in certain circumstances such as over bridges. There are objections, at which Mr. Raman Menon has already hinted, to fixing any speed limit. A good many people think that the fixing of a speed-limit causes the impression that a driver who does not exceed that speed-limit is not doing wrong, whereas as Mr. Raman Menon himself said, there will be occasions on which drivers should not only go slowly but should stop to avoid an accident. It is held in many quarters that, for this reason, the fixing of a speed limit does more harm than it does good, and there are experts who say that the only issue in any case should be whether, in the circumstances of that case, the speed at which the vehicle is driven is dangerous or not. The objection to fixing a low speed limit is this. I mean by a low speed-limit one so low that practically every chance of accident is eliminated. The objection is this. It cannot be enforced and it turns a great number of reasonable people into law-breakers, because they consider that the fixing of such a low speed limit is unreasonable in circumstances in which no danger is involved. To serve Mr. Raman Menon's purpose, the speed must be very low indeed, and, in Travancore, where the roads are narrow and blind, where, as Mr. Raman Menon himsilf said, bullock carts and motor vehicles go side by side, I dare say that, to avoid all chances of accident, it should be even lower than what he has proposed. Yet, in Travancore, there are stretches of straight open road at which travelling at 30 miles an hour causes no danger to any one.

MR. K. K. THOMAS (*Kottayam*): Does the member know that the speed-limit fixed at present is not acceptable to the owners of these motor cars?

MR. W. H. PITT (*Commissioner of Police*): Oh, yes,

MR. K. K. THOMAS (*Kottayam*): Have they not complained about it?

MR. W. H. PITT (*Commissioner of Police*): Yes, there is a complaint that the speed-limit now fixed is too low. From their point of view, it is too low.

MR. K. K. THOMAS (*Kottayam*): Will not low speed spoil the motor vehicles?

MR. W. H. PITT (*Commissioner of Police*): Yes. We are not concerned so much now with the spoiling of vehicles as with killng and injuring people on the road. This problem has been baffling the ingenuity of many people. The only known method of enforcing speed limits is by setting traps and catching the drivers. To start with, to do this, the length of the road should be measured and the time taken by the vehicle to pass over it should be taken by a stop watch. To ensure accuracy, the length of the road selected must be considera ble, and it requires to be a straight open road. If such a place is seleted, little danger is caused by driving fast. The result is that the driver who observes every precaution and never takes risk is caught equally with the driver who drives fast and who

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turns corners on the wrong side of the road without even sounding the horn. Both of them are caught together and punished together. This causes a great deal of irritation and does very little good. That is not my opinion only, but that is the opinion of the chiefs of the police over the greater part of the world. What I am saying now is what I have read. In England there is now a most ridiculous situation. We have a general speed limit of 20 miles an hour. I found in conversation last year with drivers that there are a good many of them who have no idea that a speed limit exists. So, the members of the House can very clearly understand that no speed limit is ever observed there. I do not know whether one driver in ten thousand observes the speed limit. On most of the roads, the average rate is 35 miles, very nearly double that allowed by the law. A Bill dealing *inter alia* with speed limit has been on the anvil at home for three or four years now, and suggestions have been published for criticisms, and no conclusion has been reached, the object of the Bill being to prevent accidents. With regard to speed limit, the Home Secretary has recently published for criticisms two suggestions, (1) to abolish the speed limit altogether and (2) to put it at 40 miles an hour, that is to say, to make it so high that no man can say that it is unreasonable. The only opinion that I have seen published is that of the London County Council which is a non-official body. The opinion of that Council is that, for the metropolitan area of London, the speed limit of 20 miles an hour should be retained, with a proviso that no driver should be prosecuted for exceeding it unless it is also shown that it is dangerous to the public.

MR. A. K. PILLAI (*Karunagapalli*): Is there not a separate footpath for pedestrians?

MR. W. H. PITT (*Commissioner of Police*): Yes. I have more or less hinted that already, and also that there are enormous crowds crossing the roads from side to side.

MR. A. K. PILLAI (*Karunagapalli*): Are there not policemen there who are stopping even His Majesty's car?

MR. W. H. PITT (*Commissioner of Police*): The traffic is held up at times to allow the stream of pedestrians to cross. The accidents in London number thousands. In one quarter alone, 20,000 were reported in the streets of London.

I believe that this resolution will be opposed on the general grounds by business and professional interests and also, by the motor industry in the State, which I think it would ruin. Every member of this Council knows that the existing special speed limit cannot be enforced. I have already said that the experience of other countries is the same. *This* would require an army of men. Though I would be the first person who would like to see some remedy introduced with a view to prevent accidenst. I do not

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think it would be found in prescribing a low speed limit. If, of course, all other considerations are waived, a very low speed would be a remedy, and I admit that the majority of accidents would not occur. But there are other considerations, and I do not think, that to-day, when the world is tending towards rapidity of travel, it is possible to fix a general speed limit of 12 miles and 5 miles an hour. In towns such a speed limit would cause noise and would increase the cost of travel in a good car and that would be objected to by other members of the Council. Mr. Raman Menon also dealt with one or two other matters. He said that the number of accidents reported —

MR. M. SUBRAHMANYA PILLAI (*Agastisvaram*): Is there any speed limit for horse carriages?

MR. W. H. PITT (*Commissioner of Police*): No. The only question is whether the speed is dangerous or not.

Mr. Raman Menon suggests that the number of accidents reported is not the same as that which occurred. That is true. We are occasionally finding accidents not reported and are not able to bring the offenders to book. That is only an exception.

MR. G. RAMAN MENON (*Mavelikara cum Kartikapalli*): Is it not a factor which should also be taken into consideration?

MR. W. H. PITT (*Commissioner of Police*): What usually happens is that the driver hands over some money to the injured on the spot and the matter is not reported.

MR. A. K. PILLAI (*Karunagapalli*): If the driver runs off?

MR. W. H. PITT (*Commissioner of Police*): Then, the victim will complain.

I do not think I need refer to the fire-engines in Travancore, because they are worked by hand.

I think Mr. Raman Menon is under the impression that the general speed limits that I quoted are only applicable to cars in which the public travel. That, of course, is not the case. The general limits are applicable to all motor vehicles including State cars.

I do not think I need go into questions such as the ruinous competition that is going on between the owners or the suggestion with which I am inclined to agree, that the issue of further licenses should be stopped. Mr. Raman Menon said that the buses may be sent to other roads. The trouble is that there are no roads which have not got motor buses on them.

The notice boards suggested are being put up, and in the case of those who fail to observe the directions, the matter is taken up in order that they may be given adequate punishment. But that is a matter for the courts.

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The rules Mr. Raman Menon read out are old ones and under the existing rules it is not necessary to carry a speedometer, but as a matter of fact, every motor bus should carry one. I believe what he says is correct with regard to British Colonies as Malaya and other countries which exercise control over motor traffic.

MR. C. P. THOMAS (*Nominated*): May I know whether there are any statistics to show the number of accidents that occurred to pedestrians owing to overspeed in towns or rural areas?

MR. W. H. PITT (*Commissioner of Police*): I understand the question. I was going to answer it at a little more length. I think it is a pertinent question. I have been working for the last six weeks or so analysing the accidents and have drawn up a scheme tabulating so far as we can know the class of persons run over and the class of drivers, the causes of accidents and various other things. At this moment, there are no reliable statistics with us. We want more elaborate statistics before we set to work to find a remedy to prevent accidents.

MR. T. KUMARA PILLAI (*Kalkulam* cum *Vilavankoḍ*): ഞാൻ മിസ്റ്റർ രാമൻമേനവന്റെ പ്രമേയത്തെ അനുകൂലിക്കുന്നില്ലാ. ഇപ്പോൾ സമയത്തിന്റെവിലയെല്ലാവർക്കും അറിയാവുന്നതുകൊണ്ടു കഴിയുന്നതുംവേഗത്തിൽ ഒരു സ്ഥലത്തുനിന്നും മറ്റു സ്ഥലത്തു എത്തിയാൽ കൊള്ളാമെന്നുള്ള വിചാരക്കാരാണു ധാരാളം ഉള്ളതു്. അതിനാൽ മോട്ടാർ വാഹനങ്ങൾക്കു ഇപ്പോൾ അനുവദിച്ചിരിക്കുന്ന വേഗതയെ കുറയ്ക്കണമെന്നു അധികം ആളുകളും ആവശ്യപ്പെടുമെന്നു് എനിയ്ക്കു തോന്നുന്നില്ല.

MR. A. K. PILLAI (*Karunagapalli*): Does he only value the time of the people who can afford to travel in motor cars or the life of the people who cannot afford to travel in motor vehicles?

MR. T. KUMARA PILLAI (*Kalkulam* cum *Vilavankoḍ*): എന്റെ പ്രസംഗംകൊണ്ടുതന്നെ മിസ്റ്റർ ഏ. കെ. പിള്ളയുടെ ചോദ്യത്തിനു മറുപടി ലഭിക്കുന്നതാണു്. മോട്ടാർ വാഹനങ്ങളുടെ വേഗത വർദ്ധിപ്പിക്കുന്നതുകൊണ്ടാണു ഈ അപകടങ്ങൾ വരുന്നതെന്നുള്ള ധാരണകൊണ്ടാണു് അതിന്റെ വേഗത കുറയ്ക്കണമെന്നു് മിസ്റ്റർ രാമൻ മേനോൻ അഭിപ്രായപ്പെട്ടതു. മോട്ടാർ വാഹനങ്ങളുടെ വേഗത കുറച്ചതുകൊണ്ടു് വലുതായ അപകടങ്ങൾ വരികയില്ല എന്നു വിചാരിക്കാൻ അവകാശമില്ല. ഈ അപകടങ്ങൾ അധികവും സംഭവിക്കുന്നതു് മോട്ടാർ ഡ്രൈവരുടെ സൂക്ഷ്മക്കുറവുകൊണ്ടും യന്ത്രങ്ങൾക്കു ചിലപ്പോൾ തട്ടാറുള്ള ന്യൂനതകൊണ്ടുമാണു്. മിസ്റ്റർ പിറകു പറഞ്ഞതുപോലെ മോട്ടാർവാഹനത്തിന്റെ കൂടുതൽ വേഗതകൊണ്ടു് വല്ല അപകടവും സംഭവിച്ചാൽ അതു കുറെ കൂടുതലായിരിക്കുമെന്നല്ലാതെ വേഗത കുറച്ചതുകൊണ്ടു് അപകടം ഉണ്ടാകാതിരിയ്ക്കും എന്നു വിചാരിയ്ക്കാൻ തരമില്ല.

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MR. KAYALAM PARMESVARAN PILLAI (*Additional Head Sirkar Vakil*): Which is easier to control, a motor vehicle at 10 miles or a horse carriage at 10 miles an hour?

MR. T. KUMARA PILLAI (*Kalkulam* cum *Vilavankod*): മോട്ടാർ വാഹനങ്ങളെ നിത്താനാണ്. അധികം എളുപ്പം. എന്റെ സ്നേഹിതൻ മിസ്റ്റർ സുബ്രഹ്മണ്യപിള്ള ഇതിനെ സംബന്ധിച്ച് ഒരു ചോദ്യം ചോദിച്ചു. അതായതു കുതിരവണ്ടികളുടെ വേഗത്തെ ഏതെങ്കിലും നിയമത്താൽ നിയന്ത്രിച്ചിട്ടുണ്ടോ എന്നാണ്. ഒരു നല്ല കുതിരയാണെങ്കിൽ മണിക്കൂറിന് ൻ മൈൽ വേഗത്തിൽ പോകും. അങ്ങിനെയുള്ള വാഹനങ്ങൾ റൗണ്ടിൽക്രൂടി കൊണ്ടുപോകുന്നതിന് യാതൊരാക്ഷേപവുമില്ലെന്നും എളുപ്പം നിത്തത്തക്ക നിലയിലുള്ള മോട്ടാർ വാഹനങ്ങൾ അതുയും വേഗത്തിൽ വിടാൻ പാടില്ലെന്നു പറയുന്നതിന്റെ അർത്ഥമെന്താണെന്നു മനസ്സിലാകുന്നില്ല.

MR. G. RAMAN MENON (*Mavelikara* cum *Kartikapalli*): കുതിരവണ്ടി പോകുമ്പോൾ വളരെ ദൂരത്തിൽ വച്ചുതന്നെ കുതിരക്കുളമ്പിന്റെ ശബ്ദം കേൾക്കുമെന്നു അറിഞ്ഞുകൂടെ?

MR. T. KUMARA PILLAI (*Kalkulam* cum *Vilavankod*). അതിനെക്കാളും വളരെ ഉച്ചത്തിൽ കേൾക്കുന്ന ഹോറനാണ് മോട്ടാർ വാഹനങ്ങളിലുള്ളതു്.

MR. TARIATU KUNJITOMMAN (*Muvattupuzha* cum *Todupuzha*): ഹോൺ അടിക്കാതെതന്നെ ഒച്ച കേൾക്കുമൊ? (ചിരി.)

MR. T. KUMARA PILLAI (*Kalkulam* cum *Vilavankod*): അടിക്കാതെ ഒച്ച കേൾക്കാൻ സാധിക്കുകയില്ല. മോട്ടാർ ഡ്രൈവർക്കും അതിൽ സവാരിചെയ്യുന്ന ആളുകൾക്കും അതിൽ ദൃഷ്ടി ഉണ്ടായിരിക്കും. ഇനി കാളവണ്ടിയുടെ കാര്യം പറയുകയാണെങ്കിൽ മണിക്കൂറിന ൪-൦ ന്നു-൦ മൈൽദൂരം പോകുന്ന കാളവണ്ടികൾ ഉണ്ട്. അതിനു യാതൊരു നിബന്ധനയുമില്ലാതിരിക്കെ മോട്ടാറിനു മാത്രം റൗണ്ടിനകത്തു പോകുന്നതിനു ൪ മൈലാക്കണമെന്നു പറയുന്നതു ശരിയല്ല.

MR. A. K. PILLAI (*Karunagapalli*): May I know how many deaths have occurred by accident on account of bullock carts and horse carriages?

MR. T. KUMARA PILLAI (*Kalkulam* cum *Vilavankod*): ധാരാളം ഉണ്ടായിട്ടുണ്ട്. അതിനു ഈ മാതിരി രൂപസൊന്നുമില്ലാത്തതുകൊണ്ട് ആ കാര്യം വെളിയിൽ വരുന്നില്ല.

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MR. G. RAMAN MENON (*Mavelikara* cum *Karthikapalli*): കാറിന് 8 മൈൽ വേഗത വയ്ക്കുന്നത് അപായകരമാണോ ?

MR. T. KUMARA PILLAI (*Kalkulam* cum *Vilavankod*) : രണ്ടുമൈൽ ആക്കുന്നതുകൊണ്ടും അപായകരമാകയില്ല. നടന്നുപോകുന്നതു അതിനെക്കാളും കൊള്ളാം.

മോട്ടാർ വാഹനങ്ങളുടെ വേഗതയെ വർദ്ധിപ്പിക്കണമെന്നുള്ളതു് പോലീസ കമ്മീഷണരോടു പലരും ആവശ്യപ്പെട്ടുകൊണ്ടിരിക്കുന്ന ഒരു സംഗതിയാണു്.

MR. A. K. PILLAI (*Karunagapalli*): ഓണേർസാണോ?

MR. T. KUMARA PILLAI (*Kalkulam* cum *Vilavankod*) : ഓണേർസും യാത്രക്കാരും, എല്ലാവരും ആവശ്യപ്പെട്ടിട്ടുണ്ടു്. മിസ്റ്റർ പിറകു് മറുപടിപറയുമ്പോൾ ഇതിനെപ്പറ്റി പറയണമെന്നാണു് എന്റെ അഭിപ്രായം.

MR. G. RAMAN MENON (*Mavelikara* cum *Kartikapalli*): സകലകാര്യങ്ങളേയും ആലോചിച്ചിട്ടാണോ ഇങ്ങനെ കമ്മീഷണരോടു ആവശ്യപ്പെട്ടതു്, അതല്ല തൽക്കാല സൌകര്യത്തെ അടിസ്ഥാനപ്പെടുത്തി മാത്രം പറയുകയാണോ?

MR. T. KUMARA PILLAI (*Kalkulam* cum *Vilavankod*): സകലകാര്യവും എന്നു പറഞ്ഞ പദത്തിന്റെ വ്യാപ്തി എത്രത്തോളം മിസ്റ്റർ മേനവൻ ഉദ്ദേശിക്കുന്നുവെന്നു മനസ്സിലായില്ല.

MR. G. RAMAN MENON (*Mavelikara* cum *Kartikapalli*): ഇതുനിമിത്തം ഉണ്ടാകുന്ന അപായങ്ങൾ, കുട്ടികളുടെ ജീവനു നേരിടുന്ന അപായങ്ങൾ മുതലായവ.

MR. T. KUMARA PILLAI (*Kalkulam* cum *Vilavankod*): അപായം നേരിടുന്നതിനെ സംബന്ധിച്ചും മറ്റും നല്ലതുപോലെ ദീർഘമായിട്ടു് ആലോചിച്ചതിനുശേഷമാണു് പോലീസ് കമ്മീഷണരോടു മോട്ടാർ വാഹനങ്ങളുടെ വേഗത വർദ്ധിപ്പിക്കണമെന്നു് ആവശ്യപ്പെട്ടിട്ടുള്ളതു്.

മോട്ടാർ അപകടങ്ങൾക്കു സഹായിക്കുന്നതായ വേറൊരു സംഗതി ഓരോന്നിനും അനുവദിച്ചിട്ടുള്ള വേഗതകളുടെ വ്യത്യാസമാണു്. ഏയിറു സീററിന്റെ വേഗത മണിക്കുറിനു എത്ര അനുവദിച്ചിട്ടുണ്ടോ അതിൽ നിന്നും കുറവായ വേഗതയാണു് ഒൺടൺ ബസ്സിനു അനുവദിച്ചിട്ടുള്ളതു്. ഇതിനുംപുറമെ നയിൻസീറുകൾ പോകുന്ന റോഡുകളിൽക്കൂടി ബസ്സുവിടാൻ പാടില്ലെന്നും വച്ചിട്ടുണ്ടു്. തന്നിമിത്തം ഇവർക്ക

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[Mr. T. Kumara Pillai.]

തമ്മിൽ മത്സരം ഉണ്ടാകുന്നു. ഈ മത്സരം നിമിത്തമാണ് പല അപകടങ്ങളും ഉണ്ടാകുന്നത്. അതുകൊണ്ട് Nine-seaters ഓടിക്കുന്ന റോഡുകളിൽക്കൂടി ബസ്സുകളേയും ഓടിക്കുന്നതിനു അനുവാദം കൊടുക്കണം.

MR. TARIATU KUNJITOMMAN (*Muvattupuzha* cum *Todupuzha*): കാറിനും ബസ്സിനും തമ്മിൽ ഭാരത്തിനു വ്യത്യാസമില്ലേ?

MR. T. KUMARA PILLAI (*Kalkulam* cum *Vilavankod*): ഉണ്ട്.

MR. TARIATU KUNJITOMMAN (*Muvattupuzha* cum *Todupuzha*): ഭാരം അധികമുള്ള വണ്ടി ഭാരംകുറഞ്ഞ വണ്ടികൾ പോകുന്ന വഴിയിൽക്കൂടി പോകുന്നതു ശരിയായിരിക്കുമോ?

MR. T. KUMARA PILLAI (*Kalkulam* cum *Vilavankod*): വണ്ടികളുടെ ഭാരത്തിനും റോഡിനും തമ്മിൽ സംബന്ധമില്ല.

MR. KURANDIPALLIL R. RAMAN PILLAI (*Quilon*): എയിറ്റ് സീറ്ററിൽ വലിയ അപകടങ്ങൾ ഉണ്ടാകുന്നു എന്നറിയാമോ?

MR. T. KUMARA PILLAI (*Kalkulam* cum *Vilavankod*): അറിയാം.

MR. TARIATU KUNJITOMMAN (*Muvattupuzha* cum *Todupuzha*): ഒൺടൺ ബസ്സ് മെയിൻറോഡിൽക്കൂടി പോകുന്നതിനനുവദിക്കണമെന്നാണോ പറയുന്നത്?

MR. T. KUMARA PILLAI (*Kalkulam* cum *Vilavankod*): മെയിൻറോഡിൽക്കൂടിയാണല്ലൊ സാധാരണ പോകാറുള്ളത്.

MR. TARIATU KUNJITOMMAN (*Muvattupuzha* cum *Todupuzha*): ഒൺടൺ ബസ്സ് മെയിൻറോഡിൽക്കൂടി മാത്രം പോയാൽ മതിയെന്നാണോ അഭിപ്രായം.

MR. T. KUMARA PILLAI (*Kalkulam* cum *Vilavankod*): എയിറ്റ് സീറ്റർ യാത്രക്കാർ ഉപയോഗിക്കുന്ന സ്ഥലങ്ങൾ എവിടെയെല്ലാമുണ്ടോ അവിടെയെല്ലാം ബസ്സിനേയും പോകാൻ അനുവദിക്കണം.

ഇവരുടെ മത്സരംനിമിത്തം പല അപകടങ്ങൾക്കും കാരണമാകുന്നതുകൊണ്ട് എയിറ്റ് സീറ്ററിനു അനുവദിച്ചിട്ടുള്ള ഫീസ് മൈൽ വേഗത ബസ്സിനും അനുവദിച്ചു കൊടുക്കണം എന്നാണ് എന്റെ അഭിപ്രായം.

MR. TARIATU KUNJITOMMAN (*Muvattupuzha* cum *Todupuzha*): മിസ്റ്റർ രാമൻമേനോന്റെ പ്രമേയത്തിലടങ്ങീട്ടുള്ള തത്വത്തെ ഞാൻ അനുഭവിക്കുന്നു. കാറുകളും ബസ്സുകളുംവഴിയായിട്ടു ധാരാളം അപകടങ്ങൾ രാജ്യത്തുണ്ടായിക്കൊണ്ടിരിക്കുന്നു എന്നുള്ളതു വാസ്തവമായ ഒരു സംഗതി

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യാണ്. എന്നാൽ ആ അപകടങ്ങളോടുകൂടിതന്നെ കാർ നിമിത്തം ഉണ്ടാകുന്ന സൌകര്യങ്ങളേയും കൂടി സ്മരിക്കേണ്ടതാണ്. ഈ സൌകര്യങ്ങളെ അധികമായി നിയന്ത്രിക്കുന്നതുകൊണ്ട് ഇപ്പോഴത്തെ അപകടങ്ങൾക്കു സാരമായ കുറവുണ്ടാകുമെങ്കിൽ തരക്കേടില്ലായിരുന്നു. എന്നാൽ മോട്ടാർ വാഹനങ്ങളുടെ വേഗത പട്ടണങ്ങളിൽ കുറെ കുറയ്ക്കണമെന്നതന്നെയാണ് എന്റെയും അഭിപ്രായം.

പട്ടണങ്ങളിൽ 8 മൈൽ വേഗത നിശ്ചയിക്കുന്നതുകൊണ്ട് വലിയ തരക്കേടില്ല. മറ്റസ്ഥലങ്ങളിൽ 15 മൈൽ വേഗതയെ പാടൊള്ളൂ എന്നു പറയുന്നതു വലിയ അസൌകര്യമാണ്. സ്കൂളുകൾ, ദേവാലയങ്ങൾ, മാക്കറുകൾ മുതലായ സ്ഥാപനങ്ങളുടെ സമീപത്തുകൂടി പോകുമ്പോൾ 8 മൈലിലും കുറഞ്ഞ വേഗതയായിരിക്കണമെന്ന അഭിപ്രായപ്പെടുന്നതു ശരിയല്ല.

MR. G. RAMAN MENON (*Mavelikara* cum *Kartikapalli*): അങ്ങിനെ പറഞ്ഞില്ലല്ലോ?

MR. TARIATU KUNJITOMMAN (*Muvattupuzha* cum *Todupuzha*): പിന്നെ എത്രമൈലാണ് പറഞ്ഞതു് ?

MR. G. RAMAN MENON (*Mavelikara* cum *Kartikapalli*): അവിടെയും അഞ്ചുമൈൽ തന്നെ.

MR. TARIATU KUNJITOMMAN (*Muvattupuzha* cum *Todupuzha*): ഈ വിധത്തിലായാൽ എന്റെ സ്വദേശമായ മൂവാറ്റുപുഴയിൽ നിന്നും ഇവിടെവരണമെങ്കിൽ ഒരു ദിവസം മുഴുവനും വിനിയോഗിച്ചാലും പോരാ. എട്ടു ടോൾഗേറുകൾ കടക്കുവാൻ ഉള്ളതു നിറുത്തണം. ഇതിനുംപുറമേ സ്കൂളുകൾ, ദേവാലയങ്ങൾ, മാക്കറുകൾ മുതലായ സ്ഥാപനങ്ങളുടെ അടുത്തു വരുമ്പോൾ വേഗം അഞ്ചു മൈൽ ആക്കണം എന്നുകൂടി വരുമ്പോൾ ഇവിടെ വന്നുചേരാൻ എത്രയോ താമസം വേണം. സ്കൂളുകളും, മാക്കറുകളും, പട്ടണങ്ങളും റോഡരുകിൽ അടുത്തടുത്തുണ്ടല്ലൊ. എന്റെ നിയോജകമണ്ഡലത്തിൽ ഇപ്പോൾ തന്നെ മണിക്കുറിനു അഞ്ചോ, ആറോ മൈൽമാത്രമേ സഞ്ചരിക്കാൻ സാധിക്കയൊള്ളൂ. റോഡു മുഴുവനും ചെളിയായി വൃത്തികേടായിട്ടു കിടക്കയാണ്. ആ ഭാഗം കഴിഞ്ഞിട്ടു ബാക്കിയുള്ള സ്ഥലത്തു 15 മൈൽവീതമേ പോകാൻ പാടൊള്ളൂ എന്നും വിദ്യാലയങ്ങളുടെയുംമറ്റും സമീപത്തു് അഞ്ചു മൈലേ പാടൊള്ളൂ എന്നും പറയുകയാണെങ്കിൽ വലിയ ബുദ്ധിമുട്ടാണെന്നു പറയാതിരിക്കാൻ നിവൃത്തിയില്ല.

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[Mr. Tariatu Kunjitomman.]

ഒരു റെൽവേ വടക്കൻതിരുവിതാംകൂറിലേക്ക് നീട്ടിയതിനുശേഷം ഇങ്ങനെ നിയന്ത്രിക്കയാണെങ്കിൽ ഭീഷ്മയാത്രക്കാക്ക് വലിയ അസൌകര്യമുണ്ടാകയില്ലായിരുന്നു. ഇപ്പോഴും ജനങ്ങളുടെ സൌകര്യത്തിനുതകത്തക്കവണ്ണം മോട്ടാർ വാഹനങ്ങളും മാത്രമേയുള്ളൂ. അതിനേയും ഈവിധം നിയന്ത്രിക്കയാണെങ്കിൽ ഈ സംസ്ഥാനത്തിന്റെ വടക്കെ അറ്റത്തുള്ള വക്കു വളരെ ഉപദ്രവം ഉണ്ടാകും.

തിരുവനന്തപുരം പട്ടണത്തിലേക്ക് ഓരോ ഡിപ്പാർട്ടുമെൻറധ്യക്ഷന്മാരെ കാണുന്നതിനും ഹൈക്കോടതിയിൽ കേസു നടത്തുന്നതിനും മറ്റുമായി വടക്കുനിന്നും വരേണ്ടവർ ധാരാളമുണ്ട്. സ്കൂളുകളും മാർക്കറ്റുകളും മുതലായവ ധാരാളം വഴിയരികിൽ ഉണ്ടല്ലൊ. അവിടെയെല്ലാം നിറുത്തി ഇവിടെ വന്നുചേരുന്നതിനു വളരെ താമസംവേണം. അതിനാൽ ഈ നിയന്ത്രണം അസൌകര്യംതന്നെ. അതുകൊണ്ടു രാജ്യത്തിനു പൊതുവെ ബാധിക്കുന്ന ഒരു വ്യവസ്ഥയാണ് ഇതു് എങ്കിൽ എനിക്കു യോജിക്കുന്നതിനു നിവൃത്തിയില്ല. പട്ടണത്തെ സംബന്ധിച്ചുമാത്രമാണെങ്കിൽ ഞാൻ യോജിക്കുന്നു.

MR. G. RAMAN MENON (*Mavelikara* cum *Kartikapalli*): ആവശ്യമുള്ളിടത്തോളം നിയന്ത്രിച്ചാൽ മതി എന്നു ഞാൻ പൂണ്ടിക്കാണിച്ചിട്ടുള്ളതു് മെമ്പർ ഓർക്കുന്നുണ്ടോ?

MR. TARIATU KUNJITOMMAN (*Muvattupuzha* cum *Todupuzha*): ആവശ്യമുള്ളിടത്തോളം നിയന്ത്രിച്ചാൽ മതി എന്നുതന്നെയാണ് എന്റെയും അഭിപ്രായം.

MR. A. K. PILLAI (*Karunagapalli*): പട്ടണങ്ങളൊഴിച്ചു് മറുള്ളസ്ഥലങ്ങളിലെ വേഗത ൧൫ മൈൽ ആക്കുന്നതുകൊണ്ടു് വിരോധമുണ്ടോ ?

MR. TARIATU KUNJITOMMAN (*Muvattupuzha* cum *Todupuzha*): ൧൫ മൈലും വടക്കൻ തിരുവിതാംകൂറിൽ പലസ്ഥലത്തും പോകാൻ നിവർത്തിയില്ല. ചെളിമയമായ റോഡുകളിൽക്കൂടി ൪ മയിൽ വേഗതയിലെ പോകാൻ നിവൃത്തിയെള്ളൂ. അതുകൊണ്ടു് നല്ല റോഡുള്ള സ്ഥലങ്ങളിൽ പതിനെട്ടോ ഇരുപതോ മയിൽവീതം പോയാൽമാത്രമെ ശരാശരി ൧൫ മൈൽ വേഗത കിട്ടുകയൊള്ളൂ. പട്ടണങ്ങളിലാണെങ്കിൽ ഈ വ്യവസ്ഥ നല്ലതാണു്.

MR. K. K. THOMAS (*Kottayam*): പട്ടണം എന്നു വ്യവഹരിക്കുന്നതു് എത്ര ജനങ്ങൾ ഉള്ള സ്ഥലമാണു്.

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MR. TARIATU KUNJITOMMAN (*Muvattupuzha* cum *Todupuzha*): മുനിസിപ്പാലിറ്റി എവിടേയെല്ലാമുണ്ടോ അതെല്ലാം പട്ടണങ്ങളാണെന്നു ധരിച്ചുകൊണ്ടാൽ മതി.

മൂവാറ്റുപുഴനിന്നും തൊടുപുണിത്തുറയ്ക്കുള്ള റോഡിൽ 40 മൈൽവേഗതയിലായാലും ഇപ്പോഴും കാർ പോകയില്ല. അരയ്ക്കു ചെളിയാണ്. വടക്കൻ തിരുവിതാംകൂറിൽ ചില സ്ഥലങ്ങളിലെല്ലാം ഇരുപതോ ഇരുപത്തഞ്ചോ മൈൽ വേഗത്തിൽ വിട്ടാൽമാത്രമെ ശരാശരി 40 മൈൽ കിട്ടുകയുള്ളു. പിന്നീട് ഈ റോഡുകൾക്കുസമീപം ദേവാലയങ്ങൾ, സ്കൂളുകൾ മുതലായവ ധാരാളം ഉണ്ട്. അവിടേയെല്ലാം നിർത്തുകയാണെങ്കിൽ കുറെക്കൂടി ബുദ്ധിമുട്ടാണ്.

MR. G. RAMAN MENON (*Mavelikara* cum *Kartikapalli*): ആൾക്കൂട്ടംഉള്ള സ്ഥലങ്ങളിൽ വണ്ടി സാവധാനത്തിൽ കൊണ്ടുപോകേണ്ട ആവശ്യമില്ലെ?

MR. TARIATU KUNJITOMMAN (*Muvattupuzha* cum *Todupuzha*): ആൾക്കൂട്ടമുള്ള സ്ഥലങ്ങളിൽ സാധാരണ കാർ നിർത്താറുണ്ട്. അങ്ങനെ ചെയ്യാത്ത ഡ്രൈവർമാരുടെ ലൈസൻസ് റദ്ദുചെയ്യുകയും അവരെ ശിക്ഷിക്കയും ചെയ്യണം. അല്ലാതെ പൊതുവെ 40 മൈൽവീതമെ വിടാൻ പാടൊള്ളു എന്നും, സ്കൂളുകൾ, ദേവാലയങ്ങൾ മുതലായ സ്ഥലങ്ങളിൽ വേഗം അഞ്ചു മൈൽ ആക്കണമെന്നും വ്യവസ്ഥ ചെയ്യുന്നതു ശരിയല്ല.

MR. K. SIVARAMA PANIKKAR (*Shertallai*): ഒരു കാർ ഇത്ര മൈൽ വേഗത്തിലാണു ഓടിച്ചതെന്നു പോലീസുകാരനു അറിയുന്നതിനു വല്ല മാർഗ്ഗവും ഉണ്ടോ?

MR. TARIATU KUNJITOMMAN (*Muvattupuzha* cum *Todupuzha*): ഉദ്ദേശം കണ്ടാൽ അറിയാം. 40 മൈലോ, 45 മൈലൊ ഓടിച്ചതെന്നു അറിയാൻ സാധിക്കയില്ലായിരിക്കാം. എങ്കിലും 50 മൈലൊ, 60 മൈലൊ ഓടിച്ചതെന്നു അറിയാൻ സാധിക്കും.

MR. K. SIVARAMA PANIKKAR (*Sherthalai*): ഒരു ഡ്രൈവർ നിയന്ത്രിച്ചിട്ടുള്ള വേഗതയിൽ ഓടിച്ചാലും പോലീസുകാരനു അയാളെ മനഃപൂർവ്വമായിട്ടു കൂടുതൽവേഗത്തിൽ വിട്ടുഎന്നു പറഞ്ഞു അറസ്റ്റുചെയ്യുകുടെ?

MR. TARIATU KUNJITOMMAN (*Muvattupuzha* cum *Todupuzha*): എല്ലാ നിയമങ്ങളേ സംബന്ധിച്ചും ലംഘിച്ചു എന്നുപറഞ്ഞു മനഃപൂർവ്വം കേസെടുക്കാൻ സാധിക്കുന്നതുപോലെ ഇതും-

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MR. M. SUBRAHMANYA PILLAI (*Agastisvaram*) : I rise to oppose the motion. Motor vehicles have almost become a necessity, and the only fascination that a motor car possesses is its speed. But for the speed, people would have preferred their old bullock carts. My friend now wants us to go back to our old bullock cart age. I do not think, Sir, that the people of Travancore would like to go back again to that age. I am of opinion that this resolution, if accepted and acted upon, will place a set-back on the large amount of business Acity that our people have been able to acquire lately with the help of motor cars.

MR. A. K. PILLAI (*Karunagapalli*): Would he tell us how many people in the State possess motor cars?

MR. M. SUBRAHMANYA PILLAI (*Agastisvaram*) : About 2,000.

MR. A. K. PILLAI (*Karunagapalli*) : May I know what is the population of Travancore?

MR. M. SUBRAHMANYA PILLAI (*Agastisvaram*) : 40 lakhs.

MR. S. PIRAVIPERUMAL PILLAI (*Commerce and Industry, South*): May I know whether only persons who possess motor cars travel in them?

MR. M. SUBRAHMANYA PILLAI (*Agastisvaram*): No, several other people also travel in motor cars.

Pepole like speedy locomotion and an increase in the number of fast vehicles naturally means increase in the number of accidents. In answering one of the questions today, we find the statement made that in the year 1102 there were only 106 accidents.

MR. A. K. PILLAI (*Karunagapalli*) : What is the year?

MR. M. SUBRAHMANYA PILLAI (*Agastisvaram*) : 1102.

Considering the large number of motor cars running about in Travancore and also the large number of curves, ascends, and descends that are the special features of the Travancore roads, the number of accidents mentioned appears to me, Sir, to be not large. The Commissioner of Police is taking the necessary action and the credit for the smallness of the number of accidents is due to him. The rules already issued and their revision now and then as necessity arises which is resorted to by the Government at the suggestion of the Commissioner of Police afford sufficient safeguards against accidents and, in my opinion, nothing more is needed. It should also be borne in mind, Sir, that the accidents we hear about are not all due to high speed. Defective mechanism, defective training in driving, a sleepy mood in the drivers and a number of other causes contribute to the accidents. If we analyse the causes of the accidents, it will be found that only a very small proportion of such accidents take place on account of high speed. Under the circumstances, I think the resolution is one that should not be accepted by this House.

MR. K. C. MAMMEN MAPPILLAI (*Commerce and Industry, North*): Sir, I strongly oppose the motion for various reasons. As has been pointed out in this House, motor traffic has become an absolute necessity for the existing pace of the people of this country and any regulation

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tending to put obstacles in the way of the normal development of the motor traffic will be productive of inconveniences in various directions. It has also been pointed out here, and I think very rightly, that only a very small number of accidents that occur can be attributed to the causes that are supposed to produce them. As Mr. Subrahmanya Pillai pointed out, it is mostly due to faulty mechanism, defective training of the drivers or drunkenness or a sleepy mood of the drivers. I have myself seen from experience accidents resulting from these causes and I have also heard reports of accidents arising from these various causes. But I have not come across very many cases of accidents occurring owing to high speed or to the overloading of the cars. These two causes are pitched upon in season and out of season and people try to lay all the blame at the doors of the Police Department. As the Commissioner pointed out this is a problem which is baffling the ingenuity of Commissioners of Police not only here but in England and in America, in fact throughout the world, and it would be rash in us to rush to a hasty legislation to remedy these evils by which the object aimed at cannot be achieved. When we heard of the capsizing of one or two boats in the Vembanad lake there was a hue and cry in this Council about the measuring of the boats and issue of licenses, and a regulation was rushed through. Ever since, there has been a recurring volume of complaint and the Head of the Administration was convinced that that was an oppressive regulation in several respects. Similarly, if the Government or the Commissioner of Police rushed to a hasty regulation in this case also on insufficient grounds because some complaints are heard here and there it would be producing greater inconveniences, calamities and accidents than at present.

It is a fact that speed cannot be controlled. Merely to lay down rules and regulations is to give a loophole to police officers to oppress the people. I know that even when the speed limit is insisted upon the motor vehicles go at 20,30 or 40 miles speed, and they stop in certain places, remain there for one or two hours to the great inconvenience of the passengers. The Police Commissioner said that the Home Secretary or the Minister in England has issued two alternative Rules, either to abolish the speed altogether or to make it at 40 miles per hour. That shows—

MR. W. H. PITT (*Commissioner of Police*): That was for criticism. That was not the Home Secretary's own suggestion.

MR. K. C. MAMMEN MAPPILLAI (*Commerce and Industry, North*): Anyhow, that shows the trend of thought in other countries where the problem is more accute.

MR. G. RAMAN MENON (*Mavelikara* cum *Kartikapalli*): May I know whether the member has considered the difference in circumstance between England and Travancore?

MR. K. C. MAMMEN MAPPILLAI (*Commerce and Industry, North*): I have not considered all the points. There are ever so many points to consider in reference to this question. I am merely speaking of one aspect of the question. I know Mr. Raman Menon may be able to

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[Mr. K. C. Mammen Mappillai.]

visualise all the points. I am speaking from limited information only and I cannot but speak out what I feel. From my observation of the question, I am quite convinced that all these regulations are impossible of enforcement and they merely give room for oppression, for inconveniences and for malpractices. It is a consolation that Mr. Pitt is considering all the aspects of the question and I am sure that he will not rush to hasty legislation in these matters. The regulation of speed limit has been giving trouble to motor drivers. And it has often seemed to me that if every driver is made to deposit Rs. 500 and if it is enforced that if any driver is found to have brought about an accident by his negligence he will forfeit the deposit amount, it may in a far greater measure and effctively check accidents than a regulation.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha*): May I know to whose benefit ultimately the sum of Rs. 500 will go on the taking place of an accident—to the Government or to the injured?

MR. K. C. MAMMEN MAPPILLAI (*Commerce and Industry, North*): To the Government. The driver must be made to feel that he will suffer heavily from his pocket if it is shown that an accident happened by his negligence in any way.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha*): Am I to understand that the Government will have the benefit?

MR. K. C. MAMMEN MAPPILLAI (*Commerce and Industry, North*): That is what I mean.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha*): And not the party who suffers?

MR. M. SUBRAHMANYA PILLAI (*Agatisvaram*): Under whose orders will the forfeiture take effect?

MR. K. C. MAMMEN MAPPILLAI (*Commerce and Industry, North*): I am merely throwing out a suggestion. I will leave to the Commissioner of Police and the Honorable Members of this Council and also to the other heads of the departments of the Government to work out the suggestion. This is a problem that oppresses everybody in Travancore, because we cannot escape the motor and the problems presented by it. I hope that whatever may be done, Mr. Raman Menon's suggestion will not be acted upon, because I am sure it would only produce the greatest possible inconvenience.

MR. A. K. PILLAI (*Karunagapalli*): As between the right of the people to walk and the desire of the people to travel in motor cars, to which will the member give precedence?

MR. K. C. MAMMEN MAPPILLAI (*Commerce and Industry, North*): Each has got its own proper place. I am not here to measure as to the respective rights and wrongs of the motor.

MR. M. SIVATANU PILLAI (*Tovala*): I am really sorry that I have got to oppose the resolution of my friend, Mr. Raman Menon, but I appreciate the spirit lying behind the resolution. As I was listening to his speech—

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MR. P. K. NARAYANA PILLAI (*Ambalapuzha*): Is the member half-hearted in his opposition? (*Laughter*).

MR. M. SIVATANU PILLAI (*Tovala*): As I was listening to his speech, it struck me that Mr. Raman Menon would, when aeroplanes are introduced, bring forward the suggestion that two props should be erected in order to avoid the crushing of aeroplanes. That seems to me to be going to the root of the matter It is true that to go on headlong speed is rather risky; but, without taking any risk, there is neither comfort nor pleasure, not only for those who enjoy that speed in the car but also for the sight-seers, who are often careful enough to stand on the way. Mr. Raman Menon was rather surprised at certain motor vehicles being allowed to run very fast through the roads without perhaps sounding the horn. As Mr. Kumara Pillai suggested the sounding of the horn will be amply sufficient if the pedestrian is a little careful. The point, as Mr. Pitt pointed out most reasonably and intelligently and which the members who opposed the motion did not take very much notice is regarding the reducing of the speed wherever it serves the object even to an extent less than what is now desired by the resolution. This is highly imperative. But to restrict the speed where it is unnecessary is not only not desirable but is annoying to a great deal the pedestrians and a nuisance to those who travel in the cars.

MR. A. K. PILLAI (*Karunagapalli*): Is it the opinion of the member that the discretion regarding speed should be left to the travellers?

MR. M. SIVATANU PILLAI (*Tovala*): To the drivers who have got sense about them as well as the people who might travel in them.

In this connection, I cannot helpmentioning that the pedestrians as wellasother common people are to a great extentresponsible for accidents. It is a matter of common knowledge that the pedestrian who walks on the road and who is warned by the sounding of the horn of the approach of a motor car does not even care to step aside and allow the requisite space for the motor to pass. It shows his contempt for the motor cars as well as for the motor drivers. Sometimes, all on a sudden, the brake is applied. Of course, it might give way and naturally the driver will not be in a position to give the motor a dead stop to avoid accident.

Sometimes, our people in general, and I have come across many in South Travancore, do not have any clear idea of the speed of the motor. When a man hears the horn of a motor car sounding at a distance of one or one and a half miles, he believes that it will take an age for the motor to approach him and he walks leisurely along the middle of the road. As soon as the car closes up he loses his mental balance and unvillingly dodges the motor car. There we can only feel sympathy for the poor driver and not for the victim.

Sir, it is true that speed, as some member remarked, is not solely responsible for accidents. Just to prove it I shall refer you, Sir, to the answer given in Appendix VI on page xii in today's list of questions and answers. There, 32 cases are stated to have been charged by the Police for driving beyond the speed limit and out of the total number 50 per cent i. e, 16 cases ended in conviction. After all, the number is very small.

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MR. A. K. PILLAI (*Karunagapalli*): Does it not point out the inefficiency of the Police?

MR. M. SIVATANU PILLAI (*Tovala*): If my friend knows the other side of the picture he will be able to find out that there are no cases at all. The device invented in the matter of fixing the speed and charging the drivers for overspeed, Mr. Pitt has referred to. A long distance is taken and by means of a stop-watch the speed taken for the car to cover the distances is found out. It is only the average speed at a particular moment or distance. This could as well be obtained by taking the whole distance from the places from which the car starts to the places where it stops.

MR. W. H. PITT (*Commissioner of Police*): Does not the member think that if this average exceeds the speed limit, then the speed limit is exceeded with regard to the whole distance.

MR. M. SIVATANU PILLAI (*Tovala*): Even that method is not the sole criterion to see whether the driver has exceeded the speed limit. After all, speed does not count, provided we have got good drivers and the machines are maintained properly.

Mr. A. K. Pillai said that in America the percentage of accidents is very low. In the town of Chicago itself we come across reports of 50 deaths from accidents every day.

MR. A. K. PILLAI (*Karunagapalli*): But there is a difference in population between the two countries.

MR. M. SIVATANU PILLAI (*Tovala*): Anyhow, they too have to think seriously of cutting down the speed. They do take cautions. In Bombay they allow in the heart of the city a speed of 20 miles per hour, even though in certain places there is no separate pathway for pedestrians. As Mr. Kumara Pillai also maintained, there is a clamour on the part of the people that the present speed limit should be raised. It causes unnecessary delay when the journey could be done without danger to the pedestrians.

In this connection, I am very much pleased to see that Mr. Vipan has struck upon a capital idea. In South Travancore trunk roads a new innovation has been made. The platforms on the sides of corners have been removed and the road has just been widened. In such intelligent ways accidents that might be caused by excess of speed might be avoided.

Another matter which I should like to impress upon the House is that the ordinary motor car found in abundance and used for ordinary travelling is the Ford car. Ninety per cent. of the motor cars plying for hire are from Mr. Ford's factories. These cars do not work very smoothly after a bad handling for one or two years and consequently go wrong and are not able to keep up a uniform low speed. An Austin or a Daimler may work very smoothly. But I can assure you that Ford will never disappoint to reach the destination. If we accept this resolution, we are indirectly saying that Ford cars should not be allowed to come here and high grade cars should be insisted on. That is Ford will be unjustly handicapped; and that is not desirable.

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It is not desirable to limit the speed to five or six miles an hour. Of course, I can appreciate the intention of limiting the speed. But speed is not by itself dangerous. It becomes dangerous when a speed is exceeded in crowded places. I object to the excess of speed in towns. But it is not desirable to restrict speed where there is no over-crowding. On the other hand, we should allow higher speeds in such places. Otherwise, there is no use in having a motor vehicle.

MR. A. K. PILLAI (*Karunagapalli*): May I inform the member that there is no pleasure for the people in dying.

MR. M. SIVATANU PILLAI (*Tovala*): Of course, it is up to them to take care of themselves. There are public roads and let them give room for the cars to pass. Why should they trouble the poor driver?

MR. G. RAMAN MENON (*Mavelikara* cum *Kartikapalli*): I fear Mr. Sivatanu Pillai wants to exceed his time limit just as he wants the speed limit to be exceeded. (*Laughter.*)

MR. M. N. PILLAI (*Trivandrum*): Sir, I rise to oppose the resolution of Mr. Raman Menon. Mr. Raman Menon's resolution to fix the speed limit to 5 miles in the case of roads in towns and 12 miles in the case of other roads is not a practical scheme and even if such a rule is passed, it will never work satisfactorily. If my friend wants the slow movement as on former days by bullock cart, let us not have these motor cars at all. It should not be understood that I advocate that the speed should be increased to 30 or 40 miles per hour. The object of motor traffic is speedy locomotion and for business people time gained is money. If the object of the mover is to prevent accidents on the way, it is for the police to devise means for efficient control over the drivers of these cars and buses. The present supervision is not at all satisfactory. The posting of men in different centres to check these cars is entirely useless. For instance, there is a checking station at Karamana. I have heard from the drivers that the constable in charge of that station would wisely make Rs. 10 or 12 a day. Every passenger car passing that way has to pay 2 As. a day.

MR. W. H. PITT (*Commissioner of Police*): For what?

MR. M. N. PILLAI (*Trivandrum*): This enables the driver to evade the rules. If you ask any driver, he will tell you that. If the police are going to be so very lenient how can you enforce the speed limit or prevent overcrowding in these buses? At times, when there is a rush of passengers, they carry about double the number of passengers allowed and when they come near the checking stations the excess number of passengers are asked to get down at a distance from the checking stations.

It must be borne in mind that the rules we pass in this Council must be such as could be obeyed. It is practically impossible to drive a car or a bus at the low speed of 5 or 10 miles. Too slow driving would consume more petrol and it will be an additional loss to the owners of the cars with the heavy tolls on the roads. Besides, passengers want quick

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[Mr. M. N. Pillai.]

motion. The popular demand on the other hand is that the speed of one-ton buses should be raised to 16 miles per hour. Most of the buses travel at a speed of 20 or 25 miles per hour after they leave the checking station. Invariably, most of the buses lie at the intermediate stations for half an hour or more to make up the time, thus inconveniencing the passengers. Strict orders should be issued that no bus should wait at an intermediate station for more than ten minutes and should reach the destination at the fixed time. With these suggestions, I oppose the motion.

MR. G. RAMAN MENON (*Mavelikara* cum *Kartikapalli*): Sir, I wish to offer a few observations upon certain points which have been raised during the discussion of this resolution. The first is as regards the speed limit. Of course, I know that in certain quarters great objections have been raised against the speed limit. It is said that it may not be productive of the desired effect and may lead only to the breaches of the rule laid down. I wish to say in this connection that all these things should be considered in a wide spirit. The convenience of a few should not be taken as more important than the safety of the large majority of the people. It is well recognised on all hands that Travancore and generally the vast majority of the people of Travancore are, as regards the physical conveniences of life and industry, only in the fourteenth or the fifteenth century of the European countries. Sometimes, the appurtenances and the appliances used by a few of the people, as the ear instruments in my own case are of the twentieth century. The motor car is also of the twentieth century. Well, Sir, if such combination is productive of very great inconvenience, the out-look should be moderate and the evil effects of this combination should as far as possible be minimised.

As regards the speed limit in England and other countries, as I stated in my first speech, the conditions are very different. Here, our roads are crooked and there are ups and downs and so the speed limit applicable to England cannot be urged here. I speak from experience of the common life of the people and I am sorry to find that many of my friends who live in other circumstances failed to realise the great harm caused to the ordinary poor man. The convenience of travelling a few hours ahead should not induce us to forget the safety and life of the poor people, especially children.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha*): Are not the drivers and owners mindful of their lives?

MR. G. RAMAN MENON (*Mavelikara* cum *Kartikapalli*): I cannot answer now as I have no time. I have much to say and I shall answer questions at the end of my speech. I have myself travelled in buses and some friends have complained to me that we were going at a low rate of speed. For, whenever I travelled in a car, I took care to have the speed limit adhered to. So, when I explained my point of view to them, they hung down their heads in shame. What I say is that those who make such complaints do not consider all the aspects of the question. They simply state just what occurs in their minds,

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Then, as regards the cause of accidents, I beg to submit to this House and the Government that it is not merely a guess but it is based upon a scientific principle, as I pointed out in my first speech. The less the speed, the less the danger of offering insult to others in the shape of mud-splashes. The less the speed the less the time required for stopping a car to avoid an accident. These are scientific facts. I do not think that generally a driver is careless even when there is an imminent danger, and if he proceeds at a low speed, he can control the car all on a sudden. Otherwise, he may not be able.

Now, I will proceed with the rest of my speech which was interrupted. It rests with the Government to remedy this state of affairs. The rules on paper will not do any appreciable good. Many of the rules are good and are designed for public safety in most cases. The pity of it is that such rules are not observed. There should be the spirit of service to the public in the rank and file and the higher grades of the executive officers. This can be lastingly provided for only by a system of Government responsible to the representatives of the people. (*Laughter.*) But some good can be effected if some of the higher officers of Government feel some enthusiasm for the protection of the life and limb of the people, especially of innocent children and infuse the same spirit in the rank and file also.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha*): The question of responsible Government was never mooted as an argument and I beg to know whether the member is at liberty to bring forward new arguments.

MR. G. RAMAN MENON (*Mavelikara* cum *Kartikapalli*): That is only by the way. Some of us may remember that passage in Tennyson's *Locksely Hall* where the hero's bitterness of heart caused by disappointed love is suddenly softened, at least for the time being, by the thought of a child being born to the object of his affection who had meekly deserted him for a rival, owing to other influences. After pouring the vials of his embittered wrath and reproaches on the lady, and prophesying that she herself will have a bitter life of self-reproach in which all noble ideals are dashed to the ground, the hero suddenly says:—

"Nay, but Nature brings thee solace,
for a tender voice will cry.
'Tis a purer life than thine; a lip
to drain thy trouble dry.
Baby lips will laugh me down;
my latest rival brings thee rest.
Baby fingers, waxen touches,
press me from the mother's breast."

All of us know, more or less, even those of us who have no children of our own, in a physical sense, that children are the greatest solace of life to human beings, in all stations of life. Those of us who have no children of our own, attach ourselves to the children of our close relatives and friends, and the loss of any such child, leaves a void and a heartache behind, which is irremediable. How much more then

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[Mr. G. Raman Menon.]

is the heart-rending grief of the poor parents? How much more bitter and poignant will be the wound, if the loss of the child is caused by an avoidable accident, such as the rash driving of a motor car? Those who are likely to suffer most often by the rash driving of motor vehicles are children of certain ages who are irresistibly attracted by passing motor vehicles. They call it ഇർംവണ്ടി in our country in their simple expressive language. If they knew its deadly effects they would rather call it ഉമ്മാക്കിവണ്ടി. Even the blast of air caused by a swift moving motor is sufficient to dash down a little child and kill it. How heartless it will be to make a poor mother mourn the loss of her child! That passage in Shakesphere's *King John* where Constance mourns for her child Arthur who has been taken prisoner by King John describes how staunch and sacred is the mother's love for her child and what treasure a child is to a loving human being. These are the words:

"Grief fills the room of my absent child,
Lies in his bed, walks up and down with me,
Puts on his pretty looks, repeats his words,
Remembers me of all of his gracious parts.
Stuffs out his vacant garments with his form:
Then have I reason to be fond of grief?
Fare you well; had you such loss as I
I could give better comfort than you do.
I will not keep this form upon my head
When there is such disorder in my wit.
O Lord! my boy, my Arthur, my fair son,
My life, my joy, my food, my all the world,
My widow comfort, and my sorrows' cure."

Even those who have had no children or those who have had no occasion to mourn the loss of a child can imagine from the above the depth of the unutterable anguish caused by the loss of a child. From the following slokas translated from two great Indian Poets *Kahdasa* and *Bhavabhuti* we can see how sacred and blesssed is the feeling produced in the human mind by the contemplation of the heartless, lovely and loving ways of children.

ദന്താനാംമുകുളങ്ങൾ കാട്ടിയനിമിത്തോദീയമാനസ്മിതാൻ
പെതാരിൽ മധുവഷ്ിണം വദനയോരവ്യക്തവർണ്ണാക്ഷരിഃ
സന്താനാഭരാണാനി ബാലതനയാനങ്കാശ്രയപ്രാത്ഥിനോ,
ഹന്താദായ തദംഗരേണ വണിയുന്നൽകൃഷ്ട പുണ്ഃ ജനാഃ
ചിരിക്കും മധ്യത്തിൽ കരയുമതിനേളും നിയമമി-
ല്ലുരയ്ക്കും തെറിക്കൊണ്ടമൃതസമമസ്പഷ്ടമൊഴിയെ,
സ്പുരിച്ചല്പം കാണാം ചില ചെറിയ പല്ലിങ്ങനെ ലസി-
ച്ചിരിക്കും ബാല്യേനിൻ മുഖകമലമോക്കുന്നിതിഹ ഞാൻ.

MR. W. H. PITT (*Commissioner of Police*): Will the member signify the meaning of it?

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MR. G. RAMAN MENON (*Mavelikara* cum *Kartikapalli*): I cannot do it now.

MR. M. SIVATANU PILLAI (*Tovala*): Has not the member exceeded the time limit?

PRESIDENT: Not yet.

MR. G. RAMAN MENON (*Mavelikara* cum *Kartikapalli*): I have seen a child victim, Sir, of a motor accident stretched out on an operation table before a very humane doctor. The very remembrance of it well-nigh makes me burst into tears. I have heard of other cases also where children were the victims. For example, a child of a friend of mine who was killed by the motor car of a Dewan Peishkar at Quilon.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha*): Did the Peishkar exceed the speed limit?

MR. G. RAMAN MENON (*Mavelikara* cum *Kartikapalli*): I do not know. What I want to say is how poignant and undesirable the results are of such accidents. So, our object should be to lessen the chances of such loss from the scientific point of view. To lessen the chances of such loss from preventible accidents is a duty which we owe to God and to humanity at large. The best and the most sacred sentiments of human nature are bound up with our love for children. In the name of this love, which is the common heritage of human nature in all stations of life, I appeal to my brother members and to the Government to do all in their power to lessen the constant menace to our loved little ones.

Sir, I am glad to find that the official member has been far more sympathetic to the object of my motion than some of my friends who opposed it more or less unwittingly, because they have not had the occasion to consider all the aspects of this question. But I am sure the laughter which was raised in some quarters during the course of my speech has now more or less turned to tears.

MR. W. H. PITT (*Commissioner of Police*): Sir, I do not think that there is anything for me to answer. There is one explanation that I would like to make. When I quoted what is being done in England, I did not quote it as an example of what might be done here, but in continuation of an argument, namely, the fixing of the speed limit that the general public thought unreasonable and impossible. That is the only reason why I should mention that the speed limit should not be raised more than 40 miles. I have nothing further to say.

MR. G. RAMAN MENON (*Mavelikara* cum *Kartikapalli*): I beg to withdraw my resolution as the object which I intended to gain has been accomplished.

The resolution was, by leave, withdrawn.

Introduction of Compulsory Primary Education.

MR. C. P. TARAKAN (*Kunnatnad*): Sir, I beg to move the following resolution:—

This Council recommends to the Government that early steps be taken to introduce compulsory primary education throughout the State.

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